

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, January 14, 2021 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, January 14th at 4:30 p.m. APO Chair Rick Miller presided with the following members participating via the Zoom app or telephone access:

Mayor Rick Miller	Waite Park
Commissioner Raeanne Danielowski	Sherburne County
Ryan Daniel, CEO	Metro Bus
Mayor Rick Schultz	Saint Joseph
Mayor Dave Kleis	Saint Cloud
Jeff Westerlund	LeSauk Township
Commissioner Joe Perske	Stearns County
Paul Brandmire	Saint Cloud
Mayor Ryan Fitzthum	Sartell
Brian Gibson, Exec Director	Saint Cloud APO
Amber Blattner	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Fred Sandal	Saint Cloud APO

INTRODUCTIONS/ ROLL CALL: Introductions were made and roll call was taken

APPROVAL OF AGENDA:

Mr. Westerlund motioned to approve the agenda, and Mr. Perske seconded the motion. Roll Call Vote: Miller-yes; Danielowski-yes; Westerlund-yes; Daniel-yes; Brandmire-yes; Schultz-yes; Perske-yes; Kleis-yes. Motion Passed.

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of October 8, 2020 Policy Board Meeting (*Attachment A*)
- b. Approve Actual Bills Lists for October, November, and December 2020 (*Attachments B1 – B3*)
- c. Approve Anticipated Bills for January and February 2021 (*Attachment C*)
- d. Approve Annual Resolutions (*Attachments D1 – D3*)
- e. Receive Board Attendance Record for 2020 (*Attachment E*)
- f. Receive Technical Advisory Committee Attendance Record for 2020 (*Attachment F*)
- g. Receive Staff Report from Area Transportation Partnership (*Attachment G*)

Mr. Kleis motioned to approve the agenda, and Mr. Daniel seconded the motion. Roll Call Vote: Miller-yes; Danielowski-yes; Westerlund-yes; Daniel-yes; Brandmire-yes; Schultz-yes; Perske-yes; Kleis-yes; Fitzthum-yes. Motion Passed.

Election of Board Officers for 2021 (Attachment H)

Mr. Miller expressed he was ready to step down as the APO Chair. Mr. Gibson summarized the history of jurisdictions serving as APO officers. Mr. Miller noted Sherburne County has only had three people and thinks it may be time for them to step up and asked the board what they think. Mr. Kleis said the board has always tried to move everybody up to keep some consistency and fill the 3rd chair spot with a jurisdiction that has not been represented as much. Mr. Kleis felt this would help to take away the political piece by not voting on a person and just moving people up from their current role but notes an election might change members. Mr. Schultz said that he thinks Mr. Goerger has been a Board officer a long time and someone else should fill his position. Mr. Brandmire said that he thought it should be a one-year term, not two-years. Mr. Miller noted the bylaws state you can serve up to two one-year terms in the same office, but you can serve one year.

Mr. Kleis motioned to approve moving everyone up and filling the 3rd chair position with Sherburne County (Chair: Perske, 1stVice-Chair: Goerger, 2ndVice-Chair: Fitzthum, 3rdVice-Chair: Sherburne County) and Mr. Westerlund seconded the motion. Roll Call Vote: Miller-no; Danielowski-no; Westerlund-yes; Daniel-yes; Brandmire-yes; Schultz-no; Perske-no; Kleis-yes; Fitzthum-no. Motion Failed 4-5.

Mr. Perske motioned to approve Chair: Perske, 1stVice-Chair Danielowski, 2nd Vice-Chair: Fitzthum, 3rdVice-Chair: Brandmire, and Mr. Schultz seconded the motion. Motion carried. Roll Call Vote: Miller-yes; Danielowski-yes; Westerlund-yes; Daniel-no; Brandmire-yes; Schultz-yes; Perske-yes; Kleis-no; Fitzthum-yes. Motion Passed 7-2.

Consider Acceptance of Trunk Highway 15 Corridor Study (Attachment I)

Mr. Gibson summarized the TH15 Corridor Study. The study was overseen by an interjurisdictional team comprised of staff from: APO, St. Cloud, Waite Park, Stearns County, and MnDOT. Mr. Gibson summarized the purpose and need of the study including safety and operations. Mr. Gibson summarized the existing access points on the project and noted it is way over in terms of access on roadways which leads to the operational issues the area is having. Mr. Gibson also summarized the critical and crash analysis. Mr. Perske mentioned that distracted driving is something we have little control over and that is where the rear-ends mostly come from. Mr. Gibson reviewed the seasonal traffic trends and noted that summertime weekend traffic can be higher than the daily average. Future scenarios the team looked at were 2045 MTP, 2045 Multimodal, 2045 Auto-Focused, and 2045 Balanced. Ms. Danielowski asked if increased bus service was factored in. Mr. Gibson said they do not have mode split in the regional travel demand model to be able to forecast transit trips. Mr. Gibson summarized the macro level alternatives. Mr. Schultz asked if changes to East/West corridors were looked at or only North/South. Mr. Gibson replied that the study looked primarily at the TH-15 corridor (which travels North/South) and parallel corridors.. Mr. Gibson summarized additional model results for: 33rd Street river crossing, 25th Avenue corridor, 10 Avenue corridor, Waite Avenue corridor, ring road, 7th Street interchange, widening TH15 to six lanes, 4-lane freeway and 6-lane freeway. Mr. Fitzthum asked for clarification on the ring road model. Mr. Gibson clarified the ring road would connect at Highway 15. Mr. Gibson reviewed the micro level analysis for: spot improvements, adaptive signal control, widening TH15 to six lanes (at grade), median U-turns (MUT) (at grade and grade-separated), displaced left turns, volume focused freeway, and spacing focused freeway.

Mr. Brandmire asked if a semi can utilize the MUT scenario. Mr. Gibson clarified it is designed for large trucks to be able to turn around. Ms. Danielowski asked what the interchange design was

by the new Sam's Club. Mr. Gibson said it is called a converging diamond. Mr. Gibson noted analysis of freeways alternatives does not include higher traffic volumes from induced demand.

Mr. Gibson summarized the public input received during the study. The public prefers the freeway concept and the MUT was less desired. Overall, the public wanted issues addressed sooner rather than later, but to also to implement a long-term fix, no spot improvements – even those two desires are somewhat mutually exclusive. Mr. Gibson noted several other project notes, risks, and issues. An analysis and construction for noise walls will need to also be considered for almost all of the alternatives. Improving traffic operations on TH15 may result in more traffic being attracted to the corridor which may decrease the benefits for individuals (ex: saving time) but should still improve mobility. The next steps are the environmental analysis, consensus on which alternative to build and getting the funds to construct the project.

Mr. Brandmire asked about the volume on the freeway and asked if it was considered to turn Division and Second into one-way streets. Mr. Gibson says they did not look at that scenario and thinks that would introduce a lot of turning movements. Mr. Schultz asked if the entire study was just North and South traffic, and if it will it back up East and West traffic. Mr. Gibson said the team did take into consideration the entire study area including for East and West. Mr. Perske asked about preservation of the corridor area. Mr. Perske's concern is having development go in and then it eventually having to come out because of a corridor issue. Mr. Gibson said almost all of the alternatives could be done within existing right-of-way. One or two alternative might require slivers of right-of-way but it shouldn't significantly impact adjacent properties. Mr. Miller said Mr. Gibson is looking for acceptance of the study.

Mr. Perske motioned to accept the TH15 Corridor Study, and Mr. Schultz seconded the motion. Motion carried. Roll Call Vote: Miller-yes; Danielowski-yes; Westerlund-yes; Daniel-yes; Brandmire-yes; Schultz-yes; Perske-yes; Kleis-yes; Fitzthum-yes. Motion Passed.

OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Gibson noted that staff was working to enable future Policy Board meetings to be hybrid, with some people attending in-person in the meeting room and others joining via Zoom. Mr. Perske asked if traffic studies during the Covid-19 pandemic are even worth doing. Mr. Gibson said they have considered this and use traffic data from 2019 when possible. Mr. Brandmire noted that he attended the last meeting (October 2020) and requested his name be added to list of attendees. Mr. Gibson confirmed he will be added to the list.

ADJOURNMENT:

The meeting was adjourned at 5:53 p.m.